

**Erection of two storey roof-top extension to facilitate  
the provision of additional B1(a) floorspace at**

**13 Tottenham Mews, London, W1T 4AQ**

**September 2018**

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**1 Introduction**

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1.1 This statement forms part of a suite of documents that is submitted in support of an application which seeks full planning permission for a proposed scheme of development at 13 Tottenham Mews, London, W1T 4AQ. The proposal is described as:

*‘Erection of two storey roof-top extension to facilitate  
the provision of additional B1(a) floorspace’*

1.2 The statement is split into the following sections: Section 2 describes the site; Section 3 cites all relevant planning history; Section 4 describes the proposal; Section 5 cites all relevant planning guidance/policies; Section 6 provides a planning appraisal before Section 7 draws the conclusion.

1.3 This statement should of course, be read alongside the submitted Application Form, CIL Questions, Design and Access Statement, Daylight and Sunlight Study and set of Proposed Scheme Drawings.

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**2 Site Description**

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- 2.1 The application site occupies an end of mews location in Fitzrovia. It currently comprises a three-storey building which is attached to 95 and 97 Charlotte Street as well as 11-12 Tottenham Mews. It was originally used for industrial/warehousing purposes although is currently in use as offices.
  - 2.2 The application property is not listed although it does lie within the Charlotte Street Conservation Area. The property is also subject to an Article 4 Direction which has removed office to residential permitted development rights in Camden's part of the City's Central Activities Zone (CAZ).
  - 2.3 To the north and west of the application site lies Astor College, an eight-storey student housing block which is currently being renovated/extended in line with 2015/1139/P and The Middlesex Hospital Annexe which is currently being redeveloped to provide a part four, five and eight-storey building to provide mixed B1, D1 and C3 uses in accordance with planning permission 2017/0414/P.
  - 2.4 To the south of the application site on the west side of Tottenham Mews lies a vacant two storey building which was previously used as a Day Hospital. Planning permission was granted in 2012 to provide a five-storey Mental Health Resource Centre (2012/4786/P) although this has now lapsed.
  - 2.5 To the south of the site on the east side of Tottenham Mews lie a terrace of properties which are between three and five storeys in height. Although predominantly in residential use some of these properties are in commercial use. All properties back immediately on to those in Charlotte Street.
  - 2.6 At the entrance to Tottenham Mews (which leads off of the northern side of Tottenham Street) is Arthur Stanley House. This is an eight-storey building which has extant planning permission for a four -storey rear extension to facilitate a mixed B1, D1 and C3 use development (2017/4306/P).
  - 2.7 Flanking the other side of the entrance into Tottenham Mews is a site comprising 73-75 Charlotte Street, 34-38 Tottenham Street and 4 Tottenham Mews - a part three, four, five and six-storey plus basement building (built out under application 2012/2045/P) which is in mixed C3 and B1 uses.

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**3 Planning History**

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- 3.1 In 1937, permission was granted for the rebuilding of the site's petrol store (156701) and then in 1962, permission was refused and an appeal later dismissed for the redevelopment of 95-97 Charlotte Street and 13 Tottenham Mews to provide a part two, part four storey building with basement for use as a car park and loading dock, showroom, warehouse floorspace at ground and first floor levels and flats over all of the upper floors (TP/81747/19483 and APP/735/A/74520).
- 3.2 In 1972, permission was granted for the change of use of the ground floor of 13 Tottenham Mews from use as a garage in order to provide light industrial floorspace. Notwithstanding the absence of planning history, there is no doubt that the property's current office use has existed for decades.



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**4 Proposed Development**

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- 4.1 The overarching aim of the scheme of development is to take full advantage of the site's highly accessible location within the City's Central Activities Zone (CAZ) and provide additional B1(a) office accommodation without adversely affecting either local character or neighbouring amenities.
- 4.2 To fulfil the aim it is proposed to erect a two-storey extension over the application property's flat roof. The extension will provide an additional office premise which will be of open plan design over two floors. It will offer a total of 159.3 square metres of additional gross internal floor space.
- 4.3 The extension would utilise almost all of the application property's footprint being set in very slightly from the roof-top's existing parapet walls. It would be clad in Cementitious Board which would be dark grey over the majority of the build but light grey over the property's eastern wing.

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**5 Planning Policy**

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5.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan comprises the following guidance/policies.

5.2 At the national level, regard must be had to the *National Planning Policy Framework (NPPF) 2018* as it sets out Central Government's planning policies for England and describes how the policies are expected to be applied by Local Planning Authorities when plan-making and decision-taking.

*National Planning Policy Framework 2018*

5.3 NPPF paragraph 10 states that in order for sustainable development to be pursued in a positive way, '*...at the heart of the Framework is a presumption in favour of sustainable development*'. NPPF paragraph 11 builds on this overarching aim by maintaining that '*For decision-taking this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - i. the application of policies in this Framework that protect areas or assets or particular importance provides a clear reason for refusing the development proposed; or*
  - ii. any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

5.4 The following NPPF policies are argued to be directly applicable to the proposed scheme of development. The relevant parts of each will be referred to within the following Planning Appraisal.

- 6 Building a strong, competitive economy
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 16 Conserving and enhancing the historic environment

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5.5 At the regional level, particular regard should be had to the *London Plan 2016*. The following list includes those city-wide policies which it is considered particular regard should be had to.

*London Plan 2016*

- 2.9 Inner london
- 2.10 Central activities zone - strategic priorities
- 2.11 Central activities zone - strategic functions
- 4.1 Developing london's economy
- 4.2 Offices
- 4.3 Mixed use development and offices
- 5.3 Sustainable Design and Construction
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

5.6 At the local level, regard should be had to policies within both the *Camden Local Plan 2017*. The following list includes all those that are considered most applicable to the proposed development.

*Camden Local Plan 2017*

- G1 Delivery and location of growth
- E1 Economic development
- E2 Employment premises and sites
- A1 Managing the impact of development
- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change

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- T1 Prioritising walking, cycling and public transport
  - T2 Parking and car free development

5.7 In addition to these Local Plan policies, due regard should also be had to the relevant parts of the:

- Charlotte Street Conservation Area Appraisal and Management Plan 2008
- Fitzrovia Area Action Plan 2014
- Camden Planning Guidance 1 - Design 2018
- Camden Planning Guidance 3 - Sustainability 2018
- Camden Planning Guidance 7 - Transport 2011
- Camden Planning Guidance 8 - Planning Obligations 2018
- Camden Planning Guidance - Employment sites and business premises 2018

5.8 It is important, at this stage, to stress that whilst all of the aforementioned policies etc are considered to be directly applicable to the proposed scheme of development, it is not considered entirely necessary to refer to each and every one within the planning appraisal section that follows.

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**6 Planning Appraisal**

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6.1 This section considers the scheme's acceptability by assessing it against the requirements of the aforementioned planning framework and local policies whilst also taking into consideration relevant material considerations. The main issues for consideration are considered to include the:

- Principle of Development
- Quality of External Design
- Neighbouring Amenity
- Transport and Highways
- Community Infrastructure Levy

Principle of Development

6.2 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and doing so, emphasises the need to allow each business area to build on its strengths, counter any weaknesses and address the challenges of the future.

6.3 London Plan Policies 2.10 and 2.11 set out the strategic priorities and functions for the CAZ. Whilst it recognises the mixed land use nature of much of the CAZ, it acknowledges that employment is expected to grow substantially and be driven largely by the office-based business services sector.

6.4 Policy 4.1 emphasises the need to develop London's economy by ensuring the availability of sufficient and suitable workspaces. Policies 4-2-4.3 recognises the need to address the distinct needs of the central London office market and increase the current stock in appropriate locations.

6.5 Camden Local Plan Policies E1 and E2 are both applicable here. Amongst other things, they state that new office development will be directed to the growth areas in order to meet the particularly high forecasted demand for additional office space to serve businesses between 2014 and 2031.

6.6 It is also important to note that schemes to intensify business uses at suitable premises will be encouraged so as to support the functioning of the CAZ and recognises the need for new premises to include floorspace suitable for start-ups - in particular, small and medium-sized enterprises.



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- 6.7 Camden's planning guidance for Employment sites and business premises expands on Local Plan Policy E2 and acknowledges that a substantial proportion of the projected supply will be provided on large floorplates, so likely to be out of reach of micro, small and medium-sized enterprises.
- 6.8 The application site occupies a highly accessible CAZ location in Fitzrovia where increasing the size of existing office premises is encouraged in order to help meet the forecasted demand for B1(a) floorspace and assist in maintaining the CAZ's functionality as London's centre for all activities.
- 6.9 The proposed development will see the introduction of a further 159.3 square metres of additional gross internal floor space. This is regarded as very modest in size so the proposed office unit will be considered particularly well suited for occupation by either a micro- or small-sized enterprise.
- 6.10 It is therefore argued that the proposal will be appropriate in land use terms and make a contribution (albeit small) to the identified need for the provision of further office space within the CAZ. The development is therefore considered acceptable subject to satisfying all design criteria.

#### Quality of External Design

- 6.11 NPPF Policy 11 focuses on the need for making the effective use of land. Paragraph 118(e) states that planning decisions should support opportunities which arise for using the airspace above existing residential and commercial premises in order to facilitate the provision of new units.
- 6.12 Furthermore, it states that upward extensions which would be consistent with the prevailing height and form of neighbouring properties and the overall character of the streetscene which are well-designed and can maintain safe access and egress for intended occupiers should be allowed.
- 6.13 NPPF Policy 12 emphasises the need for well-designed places and in doing so recognises that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and also notes that good design is a key aspect of sustainable development.
- 6.14 London Plan Policy 7.4 maintains that new buildings should provide a high-quality design response that has regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings in order to improve/enhance an area's local character.

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- 6.15 Policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape and incorporate the highest quality details and materials that complement local architectural character and also be designed to be appropriate to its context.
- 6.16 Camden Local Plan Policies D1 and D2 are also applicable. The former echoes the design principles set out in the London Plan Policies mentioned above whilst the latter reinforces London Plan Policy 7.8 by placing emphasis on the need for development to preserve Camden's heritage assets.
- 6.17 The application site occupies a location where a wide range of building ages, scales, and styles exist - due to considerable past alterations that have been made. This, in turn, has left Tottenham Mews exceptionally mixed in character and the mews has lost much of its original architectural interest.
- 6.18 The proposed two-storey roof-top extension will respond successfully to existing circumstances in that it will not only address the current imbalance in building heights which runs along the east side of the mews but will also assist in re-emphasising the host building's end of mews position.
- 6.19 It will have a simple, modern appearance being constructed using a high quality, lightweight panels will include windows which on its principle elevation which will draw heavily upon the fenestration proportions/arrangement that is evident within the host building's first and second floor levels.
- 6.20 By virtue of its form and construction, it is considered that the proposed upward extension will successfully respect the site's context and conservation area setting and will also meet with the key design principles of sustainable development. It is therefore considered an acceptable design.

#### Neighbouring Amenity

- 6.21 At all levels of government, development is required to avoid having an adverse impact on existing privacy and light levels for neighbouring occupiers by paying particular attention to its scale, height, form, siting and its potential for generating noise and disturbance through traffic movements.
- 6.22 Camden Local Plan Policy A1 is directly applicable. It states that the quality of life of occupiers and neighbours will be protected and maintains that planning permission will be granted for development unless it causes unacceptable harm to amenity where mitigation would not suffice.

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- 6.23 In consideration of any potential for overlooking and loss of privacy, it is important to note that of the four windows that are proposed for the development's north-east elevation, two would serve communal areas and all would be a significant distance from commercial windows opposite.
- 6.24 Several windows would be incorporated into the proposed extension's south-east elevation. This would inevitably, lead to a degree of overlooking although there would be no significant harm to existing neighbouring amenities given that the angle between the properties would be oblique.
- 6.25 The same conclusion was reached when planning permission was granted to change the use of 11-12 Tottenham Mews (2011/5279/P). In their assessment, Officers recognised that the resulting relationship between windows on Nos.11-12 and 13 would be typical of any mews development.
- 6.26 Given the additional bulk that the proposed extension would bring, it was considered necessary to commission a Daylight and Sunlight Study in order to properly assess the impact that the development may have on those properties which lie in closest proximity to the application site.
- 6.27 After having undertaken a thorough assessment (based on BRE guidelines), the Daylight and Sunlight Study concluded that all main neighbouring habitable room windows pass the relevant tests and there would also be no undue overshadowing to neighbouring gardens or open spaces.

#### Transport and Highways

- 6.28 The London Plan states that an appropriate balance should be struck between promoting new development and preventing excessive car parking provision which, in turn, can undermine those more sustainable modes of transport such as cycling, walking and a range of public transport.
- 6.29 Camden Local Plan Policies T1 and T2 aim to promote sustainable transport by prioritising walking, cycling and public transport and requiring all new developments in the borough to be car-free. They set out the design elements that will be encouraged and detail how on-site parking will be limited.
- 6.30 It should be noted that whilst it is not possible to offer any form of off-street car parking provision (due to the site's physical constraints), the application site boasts a Public Transport Accessibility Level of 6b and therefore benefits from 'excellent' access to the city's public transport network.

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6.31 Whilst it is understood that the provision of on-site cycle parking facilities would be preferable, unfortunately, due to the site's physical constraints it is simply impossible to do so. Notwithstanding this, it may be conceivable for future occupiers of the unit to possibly store cycles in the unit.

6.32 Furthermore, it is considered important to note that no concerns were raised by Officers to the lack of on-site cycle parking facilities for a recent development within the mews (2017/4361/P) which also proposed the erection of roof-top extensions and creation of additional office floorspace.

Community Infrastructure Levy

6.33 It is understood the proposed scheme of development will be liable for community infrastructure payments at both the regional and local levels. By reason of the site's location within Zone 1 of the City, the Mayoral CIL charge will be at a rate of £50 per square metre of gross internal floorspace.

6.34 In addition to the aforementioned regional level charge, in line with the Camden's CIL Charging Schedule, a charge of £45 per square metre will be due at the local level given that the application site lies within an area identified as being within Zone A (central) and office space is proposed.

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**7 Conclusion**

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7.1 This section reflects on the merits of the development and in turn, identifies the key reasons why it is respectfully considered that the scheme of development is acceptable in planning terms.

- The site occupies a Central Activities Zone location, where the principle of creating additional office floorspace is acceptable subject to design criteria being met;
- The proposed development would preserve the character and appearance of the host property, mews street scene and wider Charlotte Street Conservation Area;
- The proposed development would not have an adverse impact on existing levels of outlook, privacy or light for any of the occupiers of neighbouring residential properties; and
- The proposed zero provision of on-site cycle parking provision is considered acceptable in this location given the site's 6b PTAL score and a recent approval within the mews.

7.2 As the proposed development successfully accords with all relevant policies and guidance across all levels of government, the London Borough of Camden are respectfully invited to grant permission.

**Brett Moore MRTPI**